

F L E E T C L A S S I C



ANYWAY YOU IT'S BUILT FOR

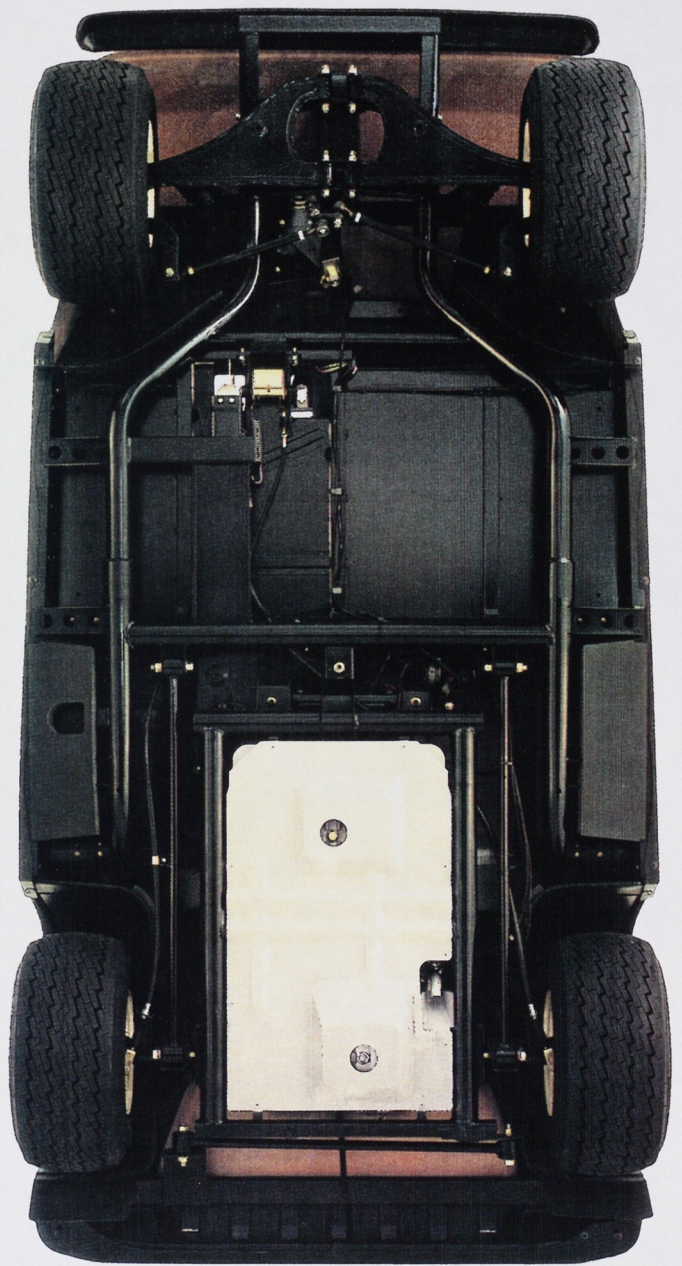
When you look at the new Yamaha Fleet Classic, you'll like what you see. But when you ride it, it's what you *don't* see that you're going to love.

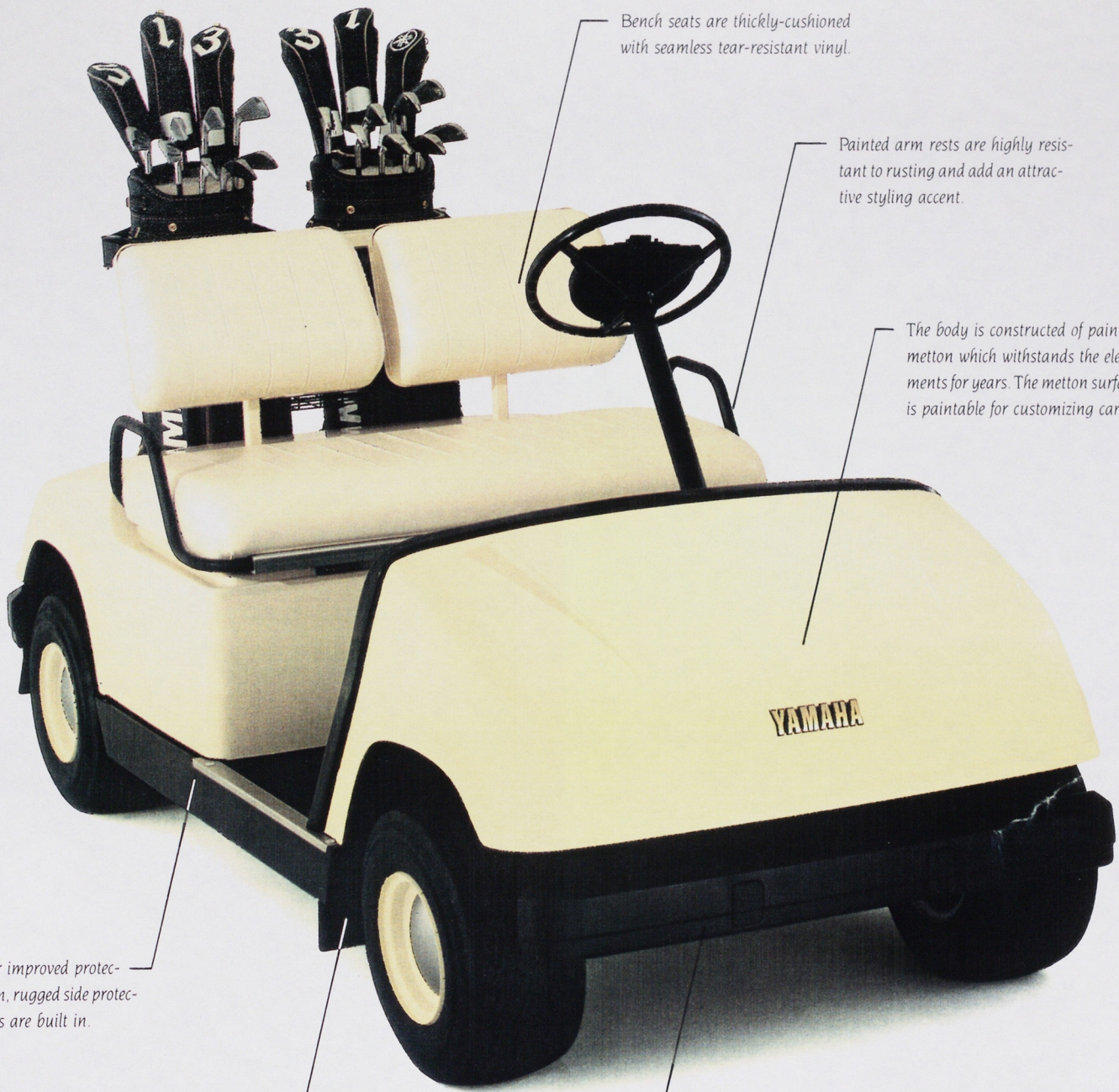
Yamaha engineering. Unprecedented golf car technology responsible for a ride so remarkably smooth it couldn't be called anything but "Classic."

Of course, there's nothing unusual about Yamaha innovations raising golf car comfort and performance to new heights. The Yamaha line has been providing golf course management with low maintenance fleets and reliably high profits for years.

The Fleet Classic is no exception. In the G8 Fleet Classic, Yamaha makes standard two extraordinary features—three link rear suspension and solid state speed control. Both work to dramatically improve the vehicle's handling.

There's two ways to get the Fleet Classic, in electric and gas-driven models. But there's only one way to truly understand the distinct advantages this golf car offers. Drive one.





Bench seats are thickly-cushioned with seamless tear-resistant vinyl.

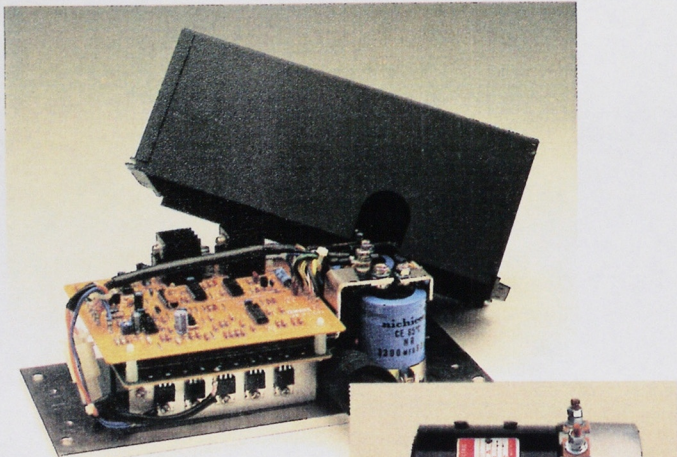
Painted arm rests are highly resistant to rusting and add an attractive styling accent.

The body is constructed of painted metton which withstands the elements for years. The metton surface is paintable for customizing cars.

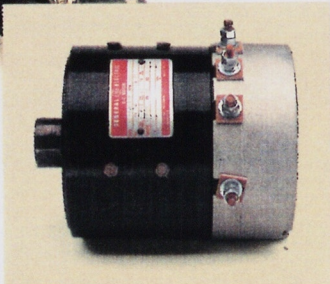
For improved protection, rugged side protectors are built in.

Two-piece mud flaps protect car and gear from mud, moisture and grass.

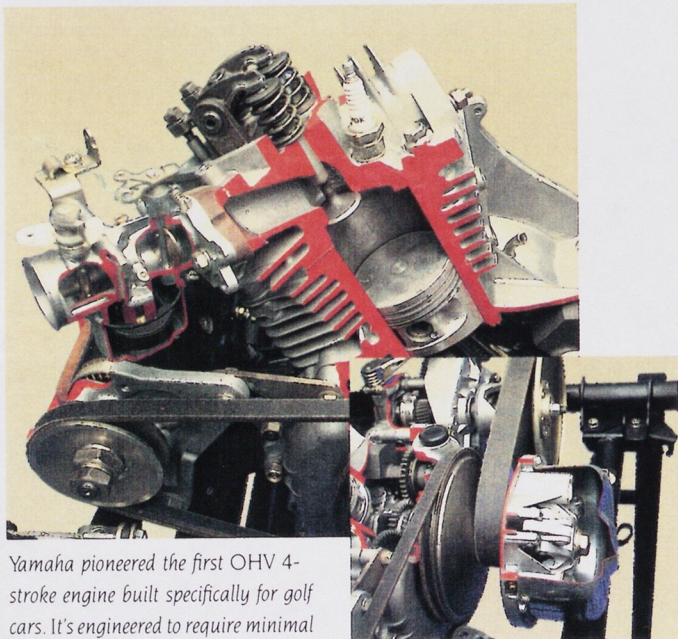
Front and back bumpers are extra durable and designed with flexible sides to best reduce damage from impact.



The G8-E Fleet Classic features a standard electronic speed control for a smoother start, even ride and better battery power economy.



The Fleet Classic's electric motor silently delivers the 2.97HP punch required to travel over any course terrain.



Yamaha pioneered the first OHV 4-stroke engine built specifically for golf cars. It's engineered to require minimal maintenance while supplying countless rounds of reliability.

A strong, springless moving link clutch smooths out starts and delivers years of trouble-free service.

G8-E, the electric-powered Fleet Classic. If you're after the aesthetic benefits electrics offer, yet refuse to compromise performance, here's your car.

The G8-E features a 2.97 HP motor that supplies 25% more power than the competitor's electrics. It's equipped with a solid-state speed controller designed and built by Yamaha to make the abrupt start a thing of the past. Instead, the Yamaha speed controller delivers perfectly even acceleration and a consistently smooth ride.

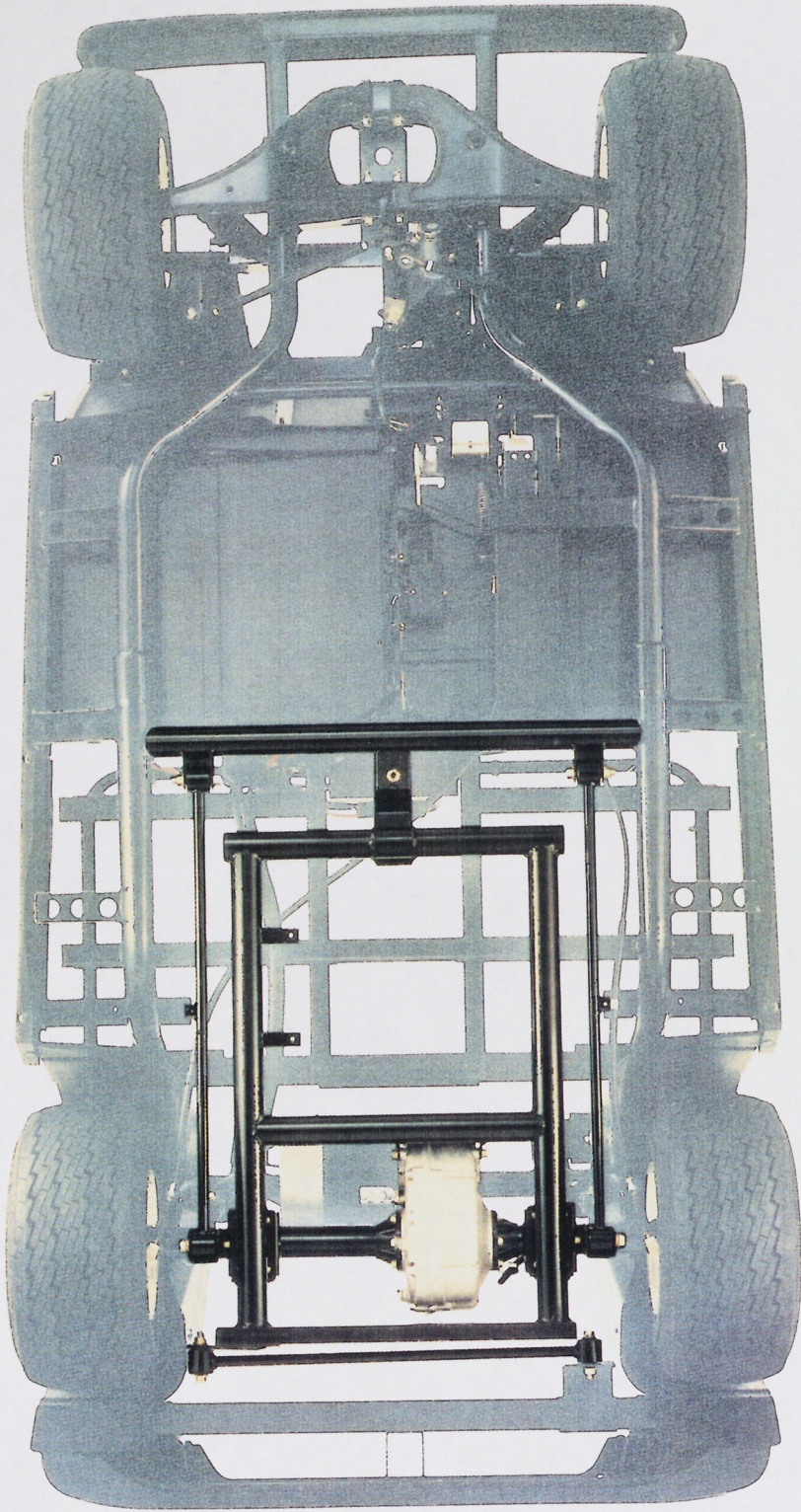
All the while, the speed controller regulates voltage to reduce battery power losses and increase the vehicle's range. Maintenance is rarely required because unlike sliding bar systems, there are no moving parts.

In short, the G8's electric motor and speed controller team up to deliver uncompromised authority over performance and economy.

G8-A, the gas-powered Fleet Classic. Credit Yamaha for the first overhead valve 4-stroke engine built exclusively for golf cars. Every element of its design works to keep the car on course.

So the Fleet Classic's engine is comprised of proven parts that require minimal maintenance. It's strong, springless moving link clutch delivers a reliably smooth start. A 3-stage air filter locks out dirt. The transistor controlled ignition has no moving parts, eliminating the need for timing adjustments. And the engine itself accumulates less carbon, cools fast and runs exceptionally quieter than other gas cars.

For daily gas consumption and long-range economics, the G8-A will consistently out-distance the competition, providing savvy golf club management a steady profit vehicle for years.

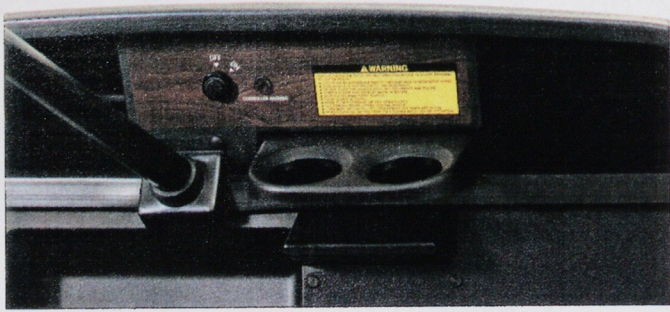


Three link rear suspension. Here's a rarity, a company that proudly admits to spending years on the bottom. But how it's paid off.

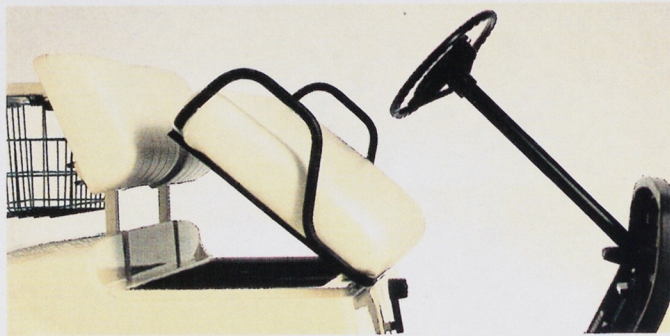
Yamaha's perfected an unprecedented rear suspension system that makes the Fleet Classic's drive ultimately smooth. A golf car first, the system was ingeniously designed to reduce shock considerably, allowing the left and right wheels to react much like the independent systems of some automobiles.

The G8 also features independent A-frame front suspension with variable coil springs and shocks on each wheel. Together, with state-of-the-art front and back suspension systems, the Fleet Classic handles like no other.

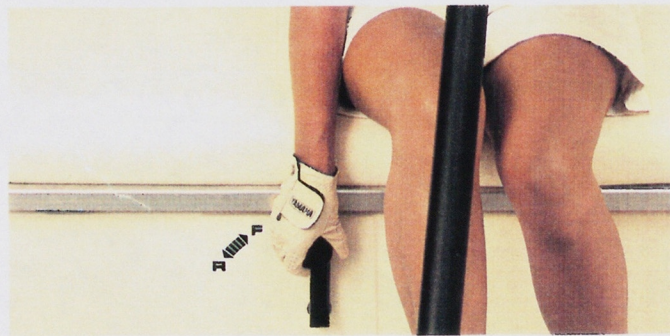
So for better shock absorption, steering responsiveness and all around handling, the unchallenged course champion is the new Fleet Classic.



The Fleet Classic's easy access front seat amenities include scorecard holder, large double beverage holder, decorative panel, ample storage and key start.



Bench seats conveniently swing forward providing access to the car's batteries and other parts.

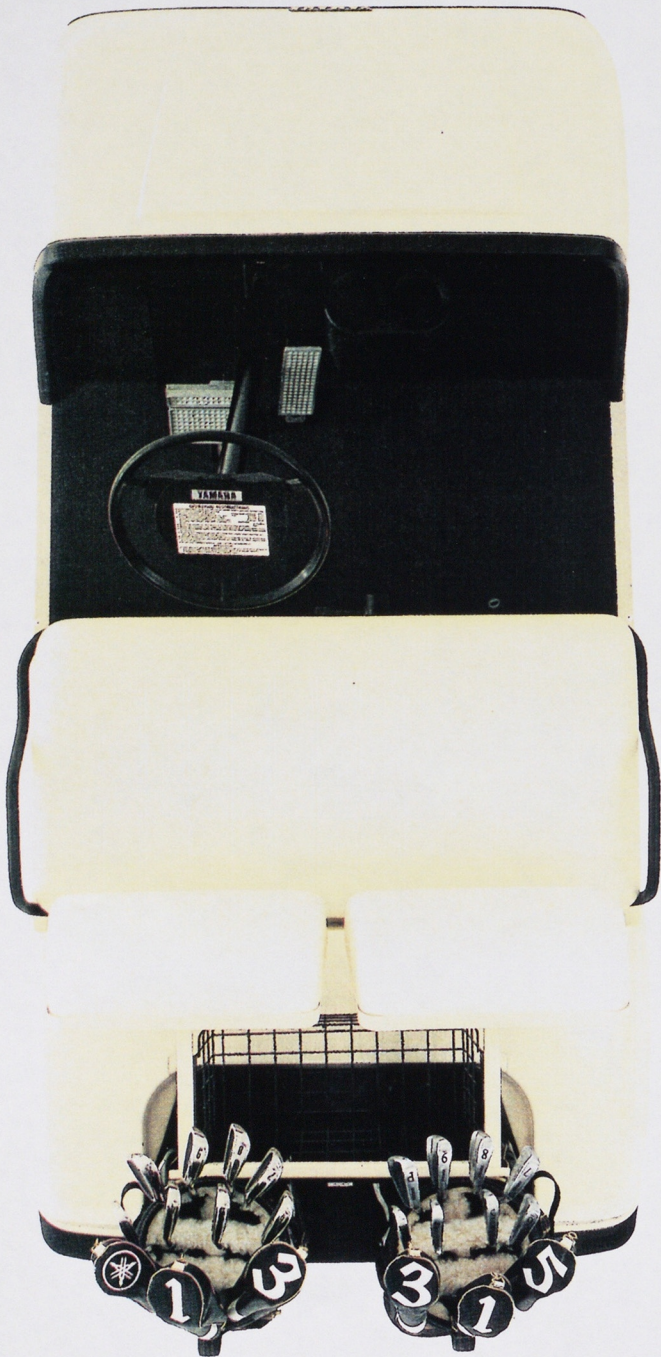


The newly designed forward/reverse direction knob is conveniently located at arm's length and simple to shift.



Standard features found behind the Fleet Classic's bench seat include sweater basket, two golf ball holders and quick release stand-up bag racks. Battery charging is simplified with an easily accessible charge receptacle mounted on the vehicle's exterior.

LOOK AT IT, A BETTER RIDE



Look into it. You'll find the Fleet Classic stands alone at the top in rider comforts.

We've expanded the car's dimensions with a wider tread and longer wheel base than ever before. As a result, golfers get more comfortable seating with expanded legroom and all around spaciousness. The bench seat is generously padded and accompanied by stylish arm rests. There's plenty of storage, easy access to all controls and an expansive list of standard features.

The Fleet Classic's body is constructed of an unbreakable, corrosion-proof metton material. It's surface comes painted and can be repainted to customize individual cars or an entire fleet.

So from the Yamaha Fleet Classic, golf course management can now expect more. Style. Country club comforts. Breakthrough Yamaha engineering. Add to all that a three year parts and labor warranty and you've got a formula that equals fleet car satisfaction in every way.

FLEET CLASSIC SPECIFICATIONS

DIMENSIONS		GAS MODEL	
Length	94.7 in	Type	Air-cooled OHV 4-stroke engine
Height	48.1 in	Ignition	Transistor controlled
Width	47.2 in	Displacement	285cc
Weight	672 lbs (Gas) 556 lbs (Electric)	Compression ratio	8:1
PERFORMANCE		Max. horsepower	8.6 ps/4,000 rpm
Hill climbing	50% grade	Max. torque	13.7 ft lb /2,500 rpm
Maximum speed	12 mph	Clutch	Link type
Brakes	Self-adjusting full contact drum type on each rear wheel	Transmission	Automatic variable-pitch V-belt
CHASSIS		Fuel tank capacity	6.1 gal
Frame	Tubular steel	ELECTRIC MODEL	
Body	Mettlon painted pale almond	Type	2.97HP 36-volt series wound motor
Wheel base	64.0 in	Torque	7.5 Nm (5.4 ft lb)
Min. turning radius	9.8 ft	Revolution	2,600 rpm
Tire type	18 x 8.5-8.0 4-ply rating	Allowable max. rev.	5,500 rpm
Tire pressure	14-16 psi	Battery	Six 6V-145AH (5HR)
Front suspension	Independent front wheel suspension with coil springs & hydraulic shock absorbers	Specifications subject to change without notice LIT 138150090	
Rear suspension	Three link unit swing arm with coil springs & dual hydraulic shock absorbers		

YAMAHA USA

Better in the long run.

Yamaha Motor Corp., U.S.A. Golf Car Division
P.O. Box 6555, Cypress, California 90630 1-800-447-4700